

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

The China Mail.

ESTABLISHED 1846

Don't Forget
TO ORDER THE
'OVERLAND
CHINA MAIL.
BEFORE GOING HOME

No. 13,842

號十二月八年七零百九千一第

HONGKONG, TUESDAY, AUGUST 20, 1907.

號二十月七年十

PRICE, \$3.00 Per Month

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907.

TAI KWONG CO.
109, Des Voeux Road Central.

GASOLINE LAMPS

WELSHACH MANTLES.

Hongkong, June 14, 1907.

NOTICE.

THE NORDEUTSCHER LLOYD, BREMEN, beg to intimate that, for sailings on or after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a SURTAX of 10%.

NORDEUTSCHER LLOYD, MELOERS & CO., General Agents for Hongkong and China.
Hongkong, August 17, 1907.

NOTICE TO PASSENGERS.

MESSAGERIES MARITIMES.

THE DIRECTORS of the MESSAGERIES MARITIMES, PARIS, beg to intimate that, for sailings on or after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a SURTAX of 10%.

By Order, O. DE CHAMPEAUX, Agent.
Hongkong, August 17, 1907.

NOTICE TO PASSENGERS.

PENINSULAR AND ORIENTAL S. N. COMPANY.

THE DIRECTORS of the P. & O. S. N. Co., London, beg to intimate that, for sailings on or after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a SURTAX of 10%.

By Order, F. A. HEWETT, Superintendent.
P. & O. S. N. Co., Hongkong, August 17, 1907.

NOTICE.

BILLS for all Monies Due by me should be presented to me on or before the 15th SEPTEMBER, 1907. All outstanding accounts due to me, if not settled on or before the 15th SEPTEMBER, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.
Hongkong, July 15, 1907.

NOTICE.

WE beg to notify customers and the public generally that we have REDUCED THE PRICE of our BEST PASTRY BUTTER to 55 CENTS PER POUND.

THE DAIRY FARM CO., LTD.

Hongkong, August 17, 1907.

NOTICE.

THE Undersigned beg to inform the Public that Mr. CHAN TAL, who is interpreter on S.S. KOREA, is a good man and his treatment of passengers has been praised by all who ever travelled by that steamer. He has rendered a good aid to the Steamship Company in whose service he is employed. It appeared recently that a letter, pretended to be signed by the Undersigned, was sent to the Pacific Mail S.S. Co., intimating to do harm to Mr. CHAN TAL, but, fortunately, it was found to be false and a simply intended to injure Mr. CHAN TAL. We will take steps to proceed against the one who sent the above-mentioned letter, if found.

(Signed) TONG SANG WING.
Hongkong, August 16, 1907.

NOTICE.

THE Undersigned is the Interpreter on S.S. KOREA and has done his best for the well treatment of passengers. Recently a letter was sent to the Pacific Mail S.S. Co., alleged to have been signed by a number of passengers, headed by the name of the TONG SANG WING Firm, intimating to do injury to the Undersigned. Fortunately it was found by the Manager of the above Steamship Company to be false and the TONG SANG WING Firm declared it was not signed by them. If the Undersigned has done anything wrong, he would be very pleased to be informed personally.

(Signed) CHAN TAL, Interpreter on S.S. Korea.
Hongkong, August 16, 1907.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

Offices & Store:

No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,353 tons, Captain H. D. Jones.
s.s. FOYAN, 2,353 tons, Captain H. I. Black.
s.s. FATSHAN, 2,353 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain B. Branch.
s.s. HEUNGSHAN, 1,985 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 9 a.m. and 5 p.m. (Sunday excepted). The S.S. FOYAN will leave Hongkong every Monday, Wednesday and Friday at 9 a.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentine.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. BAINAM, 588 tons, Captain J. Wilton.
s.s. NANNING, 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 5.30 a.m. Round trip takes about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSION, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

COLONIAL SECRETARY'S DEPARTMENT.

NO. 538.—It is hereby notified that the MILITARY AUTHORITY that NU-KETRY FIELD PRACTICES will be carried out daily from MONDAY, the 19th instant, until FRIDAY, the 23rd instant inclusive, commencing at 7.30 a.m., and finishing at Noon, from the South-West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.

F. H. MAY,
Colonial Secretary.
Hongkong, August 17, 1907.

INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS COMPANY.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE).

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.

SHEWAN, TOMES & CO., Agents.

Hongkong, August 7, 1907.

A LING & CO.,

10, QUEEN'S ROAD CENTRAL

(Next to Messrs Kuhn & Konan).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907.

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED

have always in Stock a Supply of the above in all sizes. Prices may be obtained on application.

Hongkong, July 25, 1907.

PATELL & CO.,
SHAMREEN CANTON.

GENERAL STOREKEEPERS,
WHOLESALE and RETAIL.

DEALERS IN
WINES and SPIRITS.

Export & Import Merchants,
AND
Commission Agents.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.
AIRY ROOMS, CUISINE A SPECIALTY.
COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

NOTICE.

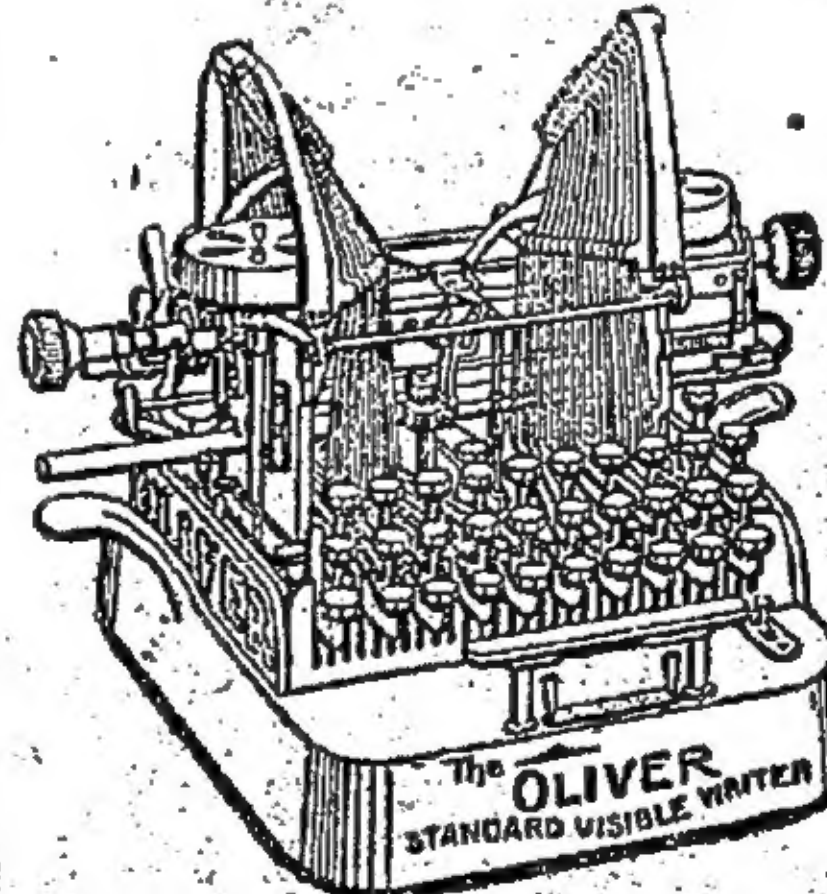
NOTICE IS HEREBY GIVEN that the CHINESE MAIL (Vol. 12, No. 10) is NOT RESPONSIBLE for any loss or damage caused by its mail-vans, and that all documents regarding Money Matters, Loans, Mortgages, Letters of Guarantee, &c., require two of the following signatures:

LY SUM LING,
LUK HING NAM,
NOAN HANG PO.

For the Chinese Mail.

LY SUM LING, Manager.

Hongkong, February 1, 1907.



THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating,

Writing in Sight,

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-

chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907.

Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents—

BRADLEY & CO., 4, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

THE NEWEST
DESIGNS

IN
TRIMMED MILLINERY
FOR
Present Wear
NOW SHOWING.

LANE, CRAWFORD & CO.

Hongkong, August 16, 1907.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 4a for 4x6 Film. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907.

THE OLIVER TYPEWRITER.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

DRESSMAKERS, MILLINERS

AND

GENERAL DRAPERS.

New Veilings, Long Silk Gloves, etc.

7 and 9, PEDDER STREET.

SUMMER REQUISITES.

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY.

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY.

KELLY & WALSH, LTD.

NEW & W. PUBLICATIONS.

Extortoriality, The Law Relating

to Consular Jurisdiction and to

Residence in Oriental Countries, by

Sir Francis Pigott ... \$15.00

Pedigree of the British and Foreign

by F. W. L. Airey ... 1.60

Rhythms and Rhymes in Chinese

Classical Poetry and Prose, by

J. Dyer Ball ... 1.00

'Ways that are Dark' Some Chap-

ters on Chinese Etiquette and

Social Procedure, by W. Gilbert

Walese ... 3.00

Korassi, A Tale of Shanghai Life, by

William A. Rivers ... 1.50

Gardening for Hongkong, by W. J.

Tutcher ... 1.00

China Coast Tales No. 10, A Tale of

the French Blockade, by Lisa

Bosham ... 1.00

Dictionnaire d'Histoire et de Geo-

graphie du Japon, par E. Papinot.

Illustré de 300 Gravures ... 6.50

Cantonese Made Easy, by J. Dyer

Ball, Third Edition, Revised and

Enlarged, Part 2, Now Ready ... 3.00

English and Cantonese Dictionary,

by John Chambers, Seventh Edition

Revised and Enlarged, by R. K.

Daily, 823 Pages ... 6.00

DECIMAL INTEREST TABLES

from 1% to 9% by C. A. MAR-

TINE-MARQUES ... \$3.00

VALUABLE OLD BOOKS.

Blakiston's Five Months on the

Yangtze, 1892 ... \$10.00

Stanton's Embassy to China, 1797,

27 Plates ... 8.00

Fortune's A Residence among the

Chinese from 1853 to 1855,

Illustrated ... 6.00

Edkins' Religion in China, 1878

Fortune's The Tea Districts of China

and India, 3rd Edition, 1913, 2 Vols

Rev. Saich's Narrative Visits to the

Consular Cities of China and to

Hongkong & Chusan in 1844, 6-8,

Illustrated ... 4.50

Fortune's Three Years' Wanderings

in North China, 1897, Illustrated

Fortune's Visits to the Capitals of

Japan and China, Map and Illus-

trations, 1893 ... 8.50

The Gardens of the Sun: A Natu-

ralist's Journal in Burma and the

Said Archipelago, by F. W. Bar-

tholme, 1897, Illustrated ... 3.50

Basil Worsfold's A Visit to Java with

an Account of the Founding of

Singapore ... 7.50

Colquhoun's Among the Shans ... 5.00

Under the Peak: Verses written in

Hongkong, by W. T. Morcor, 1869

The Flight of the Lapwing, A Naval

Officer's Journal in China, For-

mosa and Japan, by H. S. Shore

2.00

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

Routledge's Miniature Reference Library, 70 cents each.

Who Wrote That? (Foreign Authors).

Dictionary of the Bible.

In Praise of Books.

Who Did That?

English Literature.

What's the Law?

Discount and Commission Tables.

Who's Who in Fiction.

Chairman's Hand

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

MIYAKO HOTEL,
KYOTO, JAPAN.
A NEW AND STRICTLY FIRST-CLASS HOTEL.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.
SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguiar Street.
Hongkong, February 16, 1907.

THERE IS NO DOUBT
THAT
where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has innumerable instances prevented a serious
illness. The effect of
ENO'S 'FRUIT SALT'
upon any disordered, sloeplless, or feverish condition is simply
marvellous and unsurpassed. In fact it
NATURE'S OWN REMEDY
CAUTION—Examine the wrapper and see that it is marked ENO'S 'FRUIT SALT'.
Otherwise you have the incorrect form of Eno's 'Fruit Salt'.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.4.
Solely by Chemists and Stores everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Nervousness, Indigestion,
Stomachic Disturbances, Bilious Affections.
Safest and most
Effective Aperient
Regular Use.
DINNEFORD'S
MAGNESIA
MAGNESIA

USE ONLY & USE ALWAYS
ATKINSON'S MOST
REFRESHING.
A LUXURIOUS PERFUME Far Superior
IN HEALTH. to the
German Kinds.
A NECESSARY RESTORATIVE
IN SICKNESS. **EAU DE COLOGNE**

JOHN OAKLEY & SONS
WELLINGTON EMERY & BLACK LEAD MILLS LONDON
EMERY
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS Limited, "Wellington Mills" London.

BRETEL FRERES' BUTTER - THE BEST IN THE WORLD
To be had in all respectable wholesale and retail provision Import Houses.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.
CABLE ADDRESS: 'IWASAKI'
Which applies to all Branch Offices.
All Letters Addressed to—
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOBI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ARADA, Esq.
OHKAWA: Messrs GRABING & Co
MANILA: Messrs MACDONALD & Co.
SOLE PROPRIETORS of Takasima,
Ochi, Shinjima, Nansuima, and Kami-
Yama Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
22, PRINCE STREET.
Hongkong, April 25, 1906.

S. GREENFIELD
Successor to
HARRIS-KEENEY CO.,
MANUFACTURER OF HIGH GRADE RAYON
AND LINES FINE FURNITURE.
2 PEDDER STREET, opposite Main
Entrance to Hongkong Hotel.
A 10 per cent discount will be allowed to
all local residents.
Hongkong, July 31, 1907.

HONGKONG VOLUNTEER CORPS.
It is proposed to form an INFANTRY
COMPANY with a detachment of
Cyclists. All who are desirous of joining
are requested to apply personally at VOLUNTEER
HEADQUARTERS, morning or after-
noon.
A. J. THOMPSON, Captain,
STAFF OFFICER, H.K.V.C.
Hongkong, July 28, 1907.

LABUAN COAL
THE LABUAN COALFIELDS COY-
PANY, LTD., are now prepared to
bunker Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screamed and straight from the Mine.
For further particulars, apply to
BRADLEY & CO.,
Agents.
Telegraphic Address:—
LABOR, Labuan.
Hongkong, March 12, 1907.

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes
7.30 a.m. to 9.30 a.m. Every 10 minutes
9.30 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 10 minutes
8.00 p.m. to 8.45 p.m. Every 10 minutes
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15
p.m. Every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers. 1901

SECOND EDITION.
HISTORY OF THE CHURCHES OF
INDIA, BURMA, Siam, THE MALAY
PENINSULA, CEYLON, AFRICA, THIBET,
CHINA AND JAPAN.
Entrusted to the Society of the
"MISSIONARY EXTENSION."
Translated by EDWARD HANFORD PARKER
and
Reprinted from THE CHINA REVIEW.
Price 50 Cents.
For Sale at The "CHINA MAIL" OFFICE
8, Queen's Road Central.

WASHING BOOKS.
(In English and Chinese).
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen can now
be had at this Office.—Price, 60 Cents.
CHINA MAIL OFFICE, 8, Queen's Road
Central.

THE DIVIDEND declared for the Half
Year ending 30th June, 1907, at the
rate of ONE POUND FIFTEEN SHIL-
LINGS per Share of £125 is payable on
Monday, the 19th day of
August, 1907, current, at the Offices of the
Corporation, where Shareholders are re-
quested to apply for WARRANTS.
By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**
THE DIVIDEND declared for the Half
Year ending 30th June, 1907, at the
rate of ONE POUND FIFTEEN SHIL-
LINGS per Share of £125 is payable on
Monday, the 19th day of
August, 1907, current, at the Offices of the
Corporation, where Shareholders are re-
quested to apply for WARRANTS.
By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907.

MARRIAGE CORPSE
Strange Burial Ceremonies.

Writing in the "Madras Mail," Mr A.
C. Clayton says:—
The Badagas are the most numerous and
perhaps, the most industrious and pro-
sperous tribe of hill folk on the Nilgiris.
There are some 35,000 of them and they
live in large villages that are scattered over
the district and show by the way they are
built that the Badagas as a class are able to
afford houses as good as the average Volkan
or middle class Hindu cultivator of the
plains. But the Badagas are not Hindus
in habits or worship, and the elaborate
funeral ceremonies which mark the death
of young or old are full of curious details.
A week or two ago, by the kind invitation
of the Basel Missionary at Coonoor, whose
camp was in a village where a young man
had died, I was given the opportunity of
seeing what takes place on such occasions.
The young man, perhaps eighteen years
of age, died on a Tuesday night. When it
was certain that he must die a tiny gold
coin in a little rice was forced into his
mouth and he was made to swallow it.
This was to be a sort of toll on his entrance
into the spirit world. Immediately on his
death a great dispute arose. It is the
custom to construct from branches, bam-
boos, and white and red cloths, a tall struc-
ture, something like the ordinary temple
car, and called a car or *teru*, though it
has no wheels. This of course costs
money. The father said he had no means
to pay for this. The mother insisted that
there must be a *teru*. It was not till 8 or
9 o'clock at night that ways were
found of borrowing the sum needed, and
the work of making the *teru* began.
When it was done, it was some 15 ft. high,
surmounted by a flag, and hung about with
bread, oranges, plantains and the bag con-
taining the one or two books the youth had
used in the Basel Mission school. Under
this, on a heavy cot, the corpse lay shrouded.
While, word had been passed from village
to village and from each came groups of
mourner. When they came to the *teru*
the men began to dance in a weird, slow
fashion round it, waving their arms, and
turning round, in time, while the horns
and drums of the despised Kotahs, the
Parahs among hill-men, made monotonous
music.

This went on till it was interrupted by
the performance of the ceremony for re-
moving guilt from the dead man. First of
all a cow-buffalo was led three times round
the *teru* and a little of its milk, drawn at
the time, was put to the mouth of the dead
man. Then a buffalo calf was also led
thrice round the *teru* and the dead man's
hand was laid on its head. By this the
calf was supposed to receive all the sin of
the dead. It was then driven away to a
great distance that it might contaminate
no one. It is said that this calf will never
be sold, but will always be looked on as a
dedicated sacred animal.

About 2 o'clock in the afternoon it
seemed as though all the mourners from
the various villages had arrived and it was
decided to take the corpse to the burning
ground. Accordingly the *teru* was moved
from under the *teru* and set down near the
shrine of the village tutelary deity, and
the *teru* was carried to the burning-ground
to await it, as two ceremonies had to be
performed over the corpse before it might
be given to the fire. The first of these
was a final anointing of the face and feet
of the dead man. The *teru* was placed so that
the feet of the corpse were to the west.
The people—there must have been nearly
(Continued on Page 3.)

SAVARESS'S
SANTAL
CAPSULES
Purifies the system of all blood impurities.
Falls directly on the seat of the disease.
Alls for SAVARESS'S.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND of 8% per Share for
the six months ending 30th June,
1907, declared at the Ordinary Half-
Yearly Meeting, will be payable at the
premises of the Hongkong and Shanghai
Banking Corporation, on and after TUES-
DAY, the 20th August, and Shareholders
are requested to apply for Dividend War-
rants at the Company's Office, Queen's
Buildings, New Ferry.
By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.
Hongkong, August 19, 1907.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**
THE DIVIDEND declared for the Half
Year ending 30th June, 1907, at the
rate of ONE POUND FIFTEEN SHIL-
LINGS per Share of £125 is payable on
Monday, the 19th day of
August, 1907, current, at the Offices of the
Corporation, where Shareholders are re-
quested to apply for WARRANTS.
By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**
THE DIVIDEND declared for the Half
Year ending 30th June, 1907, at the
rate of ONE POUND FIFTEEN SHIL-
LINGS per Share of £125 is payable on
Monday, the 19th day of
August, 1907, current, at the Offices of the
Corporation, where Shareholders are re-
quested to apply for WARRANTS.
By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**
THE DIVIDEND declared for the Half
Year ending 30th June, 1907, at the
rate of ONE POUND FIFTEEN SHIL-
LINGS per Share of £125 is payable on
Monday, the 19th day of
August, 1907, current, at the Offices of the
Corporation, where Shareholders are re-
quested to apply for WARRANTS.
By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907.

Intimations.

NOTICE TO MARINERS.
No. 305 (Special).
CHINA SEA.
SHANGHAI DISTRICT.
ENTRANCE TO THE WHANGU
RIVER.
WONGWING SHIP LIGHTED BUOY,
ESTABLISHED BY THE
REFERRING TO Notice to Mariners
No. 304 (Special). Notice is hereby
given that a Gas-lighted Buoy, surmounted
by a conical superstructure, painted in Red
and Black vertical stripes, and showing an
Occulting Red Light every 8 seconds,
three—4 seconds light, 4 seconds eclipse—
has been moored in 10 feet of water at
L.W.S. From the Whangpu Light bears
S 67° 26' W, and is distant 1.0 mile.
The Whangpu Light is temporarily provided to mark
the Whangpu River known as the Whangpu
River in Harbour Notice No. 12 of 1906,
have been discontinued.

T. J. ELDRIDGE,
Acting Coast Inspector.
Coast Inspector's Office,
Shanghai, August 15, 1907.

倉貨 KUNG YIK GODOWNS. 益公
NOTICE IS HEREBY GIVEN that the
Godowns Nos. 171 to 178, Sitat
Tsun, Praya West, on (M. Lot Nos.
204 to 206), formerly known as the Po On
Godowns, the lease for which having
expired—have been taken possession of by
the Landlord, and business will be here-
after continued under the name of the
KUNG YIK GODOWNS. The owners
are prepared to accept goods on storage at
very moderate rates, and will at the
most favourable rates of interest may be
obtained from the Undersigned against
goods stored in the Kung Yik Godowns.
The Kung Yik Godowns, Agents The
Kung Yik Land Investment Loan
and Agency Company, Ltd.,
SAM WANG & CO., LTD.,
TELEPHONE No. 231.
ADDRESS: 81, Queen's Road Central.
U YUK CHI,
Managing Director.
Hongkong, July 2, 1907.

FOR SALE.
BOUND VOLUMES
OF THE
'NEW WEEKLY'
ARE ON SALE AT THE
'China Mail' Office,
8, Queen's Road Central.
CARMICHAEL AND
OLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Liber's Standard Code.
TELEPHONE 232.
NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1906,
£1,537,119.
—Authorized Capital £2,000,000
Subscribed Capital £2,750,000
Paid-up Capital £287,500 0 0
II—Fire Funds £388,720 10 8
III—Life and Annuity Funds £3,762,888 8 6
Revenue Fire Branch—
Life and Annuity
Branches—
£217,837,119 8 6
£2,001,944 19 8
£1,713,708 13 10
£3,774,853 19 6
The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.
SHEWAN, TOMES & CO.,
Agents.

PERFECT JEWELRY
W. G. HUMPHREYS & CO.
BANK BUILDINGS,
Hongkong, May 18, 1906.

THE
HONGKONG
DOCK.
A Record of the Founding,
and Development of the
Hongkong and Whampoa
Dock Co., Limited.
Reprinted from the 'CHINA MAIL'.
Price—Fifty Cents.
To be had at the 'China Mail' Office,
8, Queen's Road Central.

TO LET.
No. 7, AUSTIN AVENUE, KOW-
LOON. Possession 1st September.
Apply to
E. D. SASSOON & CO.,
COMPRADORE DEPARTMENT.
Hongkong, August 1, 1907.

TO LET.
No. 2, HOLLYWOOD ROAD.
Apply to
ARRATON V. APOAR & CO.,
45, Wyndham Street,
Hongkong, April 4, 1907.

TO LET.
2ND FLOOR, No. 12, QUEEN'S ROAD
CENTRAL.
No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND
STREET.
**GREENCROFT, GARDEN ROAD, KOW-
LOON, Redecorated, Electric Light, Tennis
Court.**
Nos. 1 and 2, FAIRVIEW, ROBINSON
ROAD, KOWLOON.
Apply to **LEIGH & ORANGE,**
1, Des Voeux Road.
Hongkong, February 19, 1907.

TO LET.
No. 1, WEST END TERRACE, SEA-
MEEN, CANTON.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,**
Hongkong, August 1, 1907.

TO LET.
A HOUSE in KNITSFORD TER-
RACE, KOWLOON.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,**
Hongkong, August 1, 1906.

TO LET.
LARGE and Spacious GODOWNS Nos.
8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898

WM. POWELL,

LIMITED.

Gentlemen's Outfitters.

IRISH

LINEN

FITTED.

DRESS SHIRTS

VERY LIGHT WEIGHT

\$20.00 1/2 Dozen

SPECIALLY MADE FOR

TROPICAL

WEAR.

Wm. POWELL, Ltd.,

23, QUEEN'S ROAD

(Opposite Clock Tower).

LANE,

CRAWFORD

& CO.

FURNISHING DEPARTMENT

NOW ON VIEW

HIGH-CLASS

DINING ROOM

DRAWING

AND BEDROOM

FURNITURE.

Material, Workmanship and
Design Unsurpassed.OUR FURNITURE IS
UNIQUE.

Inspection Invited.

Our Spacious Showrooms are
well worth a Visit, where
one can see

Artistic Cabinet Work

and

Luxurious Upholstery

Lane, Crawford & Co.

Hongkong, July 31, 1907.

A HISTORY OF UNION
CHURCH.BY Rev. G. H. BONDFIELD and
DYER BALL, M.A.s

Edited by Rev. O. H. HICKLING.

To be had at the 'CHINA MAIL' Office,
8, Queen's Road Central.

Price ... \$1.00.

THE
PIANOFORTE
AND MUSIC
WAREHOUSE.RECITALS
GIVEN DAILYon the
GRAMOPHONE GRAND.INSPECTION CORDIALLY
INVITED.The Latest
Gramophone Records

PRICES:

10 in. from \$1.20.

S. Moutrie & Co.,

LIMITED.

YORK BUILDING,

CHATER ROAD.

Hongkong, April 16, 1907.

A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The Leading
Whisky

THROUGHOUT THE EAST

FOR OVER

20 YEARS.

WATSON'S

VERY OLD LIQUEUR

E

BLEND

SCOTCH

WHISKY.

Per Doz...\$15.00.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA

BUILDINGS.

Hongkong, July 27, 1907.

DEATH.
SMITH. At Government Civil Hospital,
on 17th inst. at midnight, George Smith,
Superintendent Shipwright, Kowloon
Docks. Aged 48 years. A native of
Dumbarton, Scotland.MEMOS FOR TO-MORROW.
Auction.
11 a.m.—Auction of Household Furni-
ture, at No. 43, Morrison Hill Road.
Miscellaneous.
Goods per Sunds not cleared at 4 p.m.
on this date subject to rent.

The China Mail.

HONGKONG, TUESDAY, AUGUST 20, 1907.

THE RISE IN FARES.

During the past few days a series of advertisements have appeared in the local daily papers notifying the public in general, and the travelling public in particular, that henceforth the cost of a passage hitherward or thitherward is to advance by the per centum of 10. All things considered this is not much. We are living in a luxurious age, and luxuries taken aboard must be paid for. But there seems to be a misunderstanding. The dweller in this Eastern portion of the globe imagines that he is being imposed upon—that when he either says farewell to the Oriental calm for good, or merely for a holiday, he is to be victimised by what he designates a combination of "greedy shipowners."

Though increases in any direction are to be deplored the shipowner this time has a full ten per cent. of excuse for his action, and even if that is not appreciated by the man who travels, it will, if he happens to live in the East, be some consolation to him to know that he is not the only one who is to feel the pinch—if pinch it be. The movement is world-wide. All the big passenger carrying lines on the globe have unanimously decided to put fares up a notch or two, and this is being done, not merely for the fun of the thing, but because there is justification for it. Were there no justification there would be no unanimity where competition is so keen, and consequently we are confronted with an unusual spectacle—a rate-raising agreement instead of a rate-cutting war. The commercial system certainly seems to be turning a somersault. However, the shipowner, like the servant, is worthy of his hire, and when he acts in concert we must give him credit for acting honestly. Rates go up as a result of an evolution in ship-building, combined with a marked advance in the cost of coal and other necessary commodities, and the modern desire to cram statute books with legislation dealing with ships and their control. This group of causes has produced one pronounced effect—the necessity for higher payment for services, if efficiency and the luxuries of the day are to be supplied. It does not need close analyses to arrive at the conclusion that the cost of running steamers has materially increased during recent years, and but half an eye is needed to observe that the shipowner does not now stand to gain as much as was the case in olden days for his cast-off material. Before the era of the floating palace with its cafes, its gymnasium, its suites of rooms, and other things provided to make the man at sea believe he is on land so far as the appurtenances of civilisation are concerned, small iron steamers were good enough, and when the days as liners of these now diminutive vessels were done there was always a good market for them. They could be readily disposed of for coastal trade here and in other parts of the world or for breaking up purposes. What can be done with the vast steel steamers the exigencies of the time—and perhaps colossal notions—now demand? There is not much request for them in the second-hand shops, and for breaking up purposes there is not, we understand, proportionately half the money in them that there used to be in the smaller vessels. However that may be the larger steamers cost more to run and coal consumption being a first item of consideration the tremendous advance in the price of this

essential has been a weighty factor in determining owners to ask for more remuneration for their services. Legislation, too, to ensure more efficiency, to promote the welfare of those who go down to sea in the ships, and to meet the demands of trades unions must have contributed largely to the cost of upkeep, port dues, and running, and whilst we hold no brief for the shipowners we must say there appears to be quite legitimate reasons for their united action. It is regrettable, however, that it has been found necessary to make an increase in rates. Far more acceptable would it have been had a decrease been announced, but steamer control on the wide-world basis on which it now stands is necessarily a prodigious enterprise and undertaking, and even as fares are at present, with the increase, they cannot be called exorbitant. Distance covered and time of living on the voyage have both to be considered in reckoning up the relative cost of travelling and staying at home, and though the balance is in favour of travelling, all things considered, we trust that the time will soon come when a decrease in the cost of essentials will permit of a twenty per cent. reduction in fares the world over.

Tay Pay O'Connor is nothing if not enterprising. In his paper he recently started a column under the caption of "Men's Clothes," and weekly the stern person is enlightened on the subject of dress, braces, socks, and things. There is hope for the New Woman after all. If this sort of thing spreads and other papers take to describing cricket-match raiment mere man will soon be transformed into the most delightful New Old Woman that ever was.

As if every other quarter of the globe had had the last word spoken about it all those who have the mischievous idea that they can write, and some who can write, have descended upon the Far East, and the printing mill is churning out miles upon miles of libraries—good, bad, and indifferent, dealing with this region. One of the latest to inflict a book upon a long suffering public is Mr McKenzie, who reiterates the old idea that Great Britain and America should grab China by the hand and lug her into a state of civilisation. Mr McKenzie, like others, reckons without China—and a few other nations who would be forced into the gallery as spectators if the worldly Uncle Sam and John Bull commenced to try and do things. The integrity of China stands as it is owing to a compact between the Powers. There are a few who would quickly step in and demand a word if America and Britain attempted to assert themselves, and unless there was an immediate and general backdown unpleasant things would happen.

The Athenian and the Tarfar, of the C. P. R. line have, we are informed, been sold.

The marriage arranged between Vice-Admiral S. A. Johnson and Mrs Cowie, formerly of Shanghai, will not take place.

The death is announced in London of Mr J. W. Fakeman, who will be remembered by many travellers to India and the East as the genial and obliging head of the passenger department of the P. and O. Company. He had been in the service of the Company for over fifty years, and for the greater part of the time was in charge of the passage department, until his retirement, two years ago, at the age of seventy.

The Philippines Commission has appropriated the sum of P780,000 for the provision of up-to-date hospital facilities for the city of Manila. Commissioner Dean C. Worcester has seen his seven long years of struggle for this institution crowned with success. Work is to be begun at once on the construction in the exposition grounds and will be pushed through without delay.

The Naval Yard Fire.

The following letter was received from Commodore Stokes by the military authorities. "I have the honour to thank you for the assistance rendered by the Troops under your Command at a fire which occurred in the Naval Yard this forenoon and to request that you convey to the Officers and Men present at the fire, my appreciation of their valuable assistance."

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.
THERE is probably no medicine made that is relied upon with more implicit confidence than Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is a remedy that never fails. When reduced with water and sweetened it is pleasant to take. Sold by all chemists and stores-keepers.

THE TRUNK TRAGEDY.

Adsett's Still Detained.

To be Sent to Shanghai.

(From Our Correspondent.)

SHANGHAI, August 20, 11 A.M.

Adsett is still on board the U. S. cruiser Galveston, and the question of jurisdiction over him is the subject of constant cabling. He is not to be handed over to the British authorities immediately, but will be brought down to Shanghai and delivered up to the custody of the American Court.

LOCAL AND COAST NEWS.

A Chinaman was fined \$50, or six days' imprisonment, for stowing away on the Benlawers, at the Magistrate's.

A Chinaman belonging to the King Alfred was charged at the Magistrate's with stowing away on the Mercedes at Hakodate, and a storekeeper and fireman on the latter vessel were charged with aiding and abetting him. The case was remanded until the Commodore could be consulted.

Preliminaries for another attempt to win the America Cup are now complete, and a challenge for next year will be issued forthwith. The name of the challenger is not divulged, but it is assumed that Sir Thomas Lipton will continue his series of Shenaro-hs.

In the House of Commons on July 16 Major Anstruther-Guthrie-Taylor asked the Secretary of State for Foreign Affairs whether it is the intention of the Government to abandon the claims against the Russian Government for the sinking of the British ship Knight Commander. Sir E. Grey: The answer is in the negative.

News has reached Java of the formation of a heavily capitalised steamer company in Japan—a sort of shipping combine styled the Nippon Kusen Kaisha. The combine intends to monopolise the sugar-carrying trade between Java and Japan. To do this, it proposes to run a regular line of vessels from Kobe to Java ports.

Preparations are now going on for connecting Acheen with Deli by rail. Work has begun on the Deli end, at a place called Pangkalan Brandan. The rails from either end will meet at Langkat, a point which the Government intends to make the emporium of the surrounding country. Langkat at present has little trade, but the railway is expected to effect a change shortly.

In conjunction with the Japanese railways and steamship companies, the International Sleeping Car Company is organising through passenger communication between Europe to Siberia, and thence by the Eastern China Railway to Dairen and Japan. Express trains will be run between Tokyo and Shimonoseki, and the return journey to Siberia and Europe will be made by way of Fusan, Mukden, and Harbin.

The Junk Fight.

The charges arising out of the firing on a junk by another junk some time ago were dealt with at the Magistrate's to-day. Three men were charged by Inspector Dymond with firing guns and causing grievous bodily harm. One of the accused was sentenced to a month's hard labour and ordered to pay \$50 compensation. The other two were discharged.

Commotion at Hung-hum.

There were stirring scenes at Hung-hum yesterday. A Chinese lad, in a spirit of fun, or vindictiveness, threw some mud in a Chinese woman's face. Naturally, she was incensed and caught the boy, whom she gave in custody of an Indian constable. The latter commenced to take the child—for he was little more—to the station, when the bystanders remonstrated with him. The Indian was obstinate, but the crowd insisted on the boy's release. Matters began to look serious, but the arrival of the police put a stop to the trouble, the ringleaders being arrested. They were charged by Sergeant Watt at the Magistrate's to-day, before Mr C. D. Melbourne, and each fined \$2, or seven days' imprisonment.

CUBICLES.

The question raised by the Secretary of the Sanitary Board as to whether the information that modifications were granted should be sent to the tenant or the owner having been referred to a committee, that committee now recommended that the owners should be informed of the proposed modification.

Correspondence relative to cubicle accommodation in Kowloon was submitted and a bulky report was presented by Dr. Macfarlane in which 744 houses containing 2,366 floors were dealt with. He pointed out that the accommodation of the floors varied from seven to sixteen persons, but fortunately only eleven houses held sixteen persons per floor. The rest held from seven to twelve, and the usual number was ten or eleven. To house this number of persons it appeared useless from a practical point of view to allow less than three subdivisions per floor, and this number had been recommended, where possible. The total number of floors was 2,366; the number of floors for which no exemption was recommended was 1,865; the number of floors for which one subdivision was recommended was 491; and there were no floors for which more than one cubicle per floor was recommended.

BY TELEGRAPH. BY TELEGRAPH.

CRICKET.

The Third Test.

England Opens Well.

(From Our Special Correspondent.)

LONDON, August 19.

The third test match between England and South Africa commenced to-day at the Oval, the weather being showery.

The wicket, however, was in good condition, and on winning the toss the English captain elected to bat.

At the close of the day's play the English Eleven were still at the wickets, having lost seven wickets for 226 runs.

C. B. Fry, the Sussex amateur, batted brilliantly, and reached the century, being 108 not out.

R. E. Foster, the English captain, also batted well, scoring 51.

The County Competition.

(Exclusive Service, supplied by Reuter.)

via Bombay.

LONDON, August 19.

In the County Championship Kent beat Somerset, at Taunton, by an innings and 103 runs; Leicester beat Northampton, at Northampton, by 115 runs; Gloucester beat Hampshire at Cheltenham, by 83 runs; Middlesex beat Lancashire, at Manchester, by an innings and 28 runs; Nottingham beat Derby, at Chesterfield, by nine wickets.

The matches between Surrey and Yorkshire, at the Oval, and Sussex and Worcester, at Worcester, were drawn.

The results of the above matches have effected the table but little. Nottingham are safe now, or practically so; if the leucemen win either of the next two games or draw them, Yorkshire cannot overtake them. The match brought details of the matches played from June 10 to 20, the outstanding feature being the high scores made. South Africa XI scored 679; Essex against Kent made 436; Worcester v. Sussex made 416; Gloucester v. Essex, 405; Leicester v. Derby 390; and Surrey v. Lancashire 339. The best individual scores were:—

G. I. Jessop, Gloucester v. Essex	240
C. J. B. Fry, Leicester v. Derby	133
C. B. Fry, Sussex v. Worcester	125
L. J. Tancred, S. Africa v. Scottish XI	119
V. F. S. Crawford, Leicester v. Derby	114
J. Vine, Sussex v. Gloucester	112
G. A. Faulkner, S. Africa v. Scottish XI	108
A. D. Nourse,	106
F. L. Fane, Essex v. Kent	103
G. I. Jessop, Gloucester v. Yorkshire	89
E. M. Sprot, Hants v. Warwick	83
F. Perrin, Essex v. Kent	75
G. N. Foster, Essex v. Kent	74
C. J. T. Peel, Northants v. Lancs	74
J. B. Hobbs, Surrey v. Lancs	71
E. G. Hayes,	71
F. C. Holland,	71
J. T. Tyldesley, Lancs. v. Surrey	71
W. Bates, Yorks. v. Gloucester	71
F. L. Bowley, Worcester v. Sussex	65
E. Arnold,	65
E. J. Freeman, Essex v. Kent	62
Of Jessop's batting Mr F. B. Wilson writes:—	

"To Jessop belongs the credit of making top score of the year with 240 against Sussex at Bristol. Previously Tyldesley's 209 was top notch. The 'croucher' hit one ball out of the ground, and altogether scored thirty-four 4's. Altogether he was in while 337 were put on, and a large proportion of the balance were extras. You have to go for extras when you are in with Jessop. There is no slackening, and he probably makes you run harder than any man you can go in with. Jessop scored his first 50 in forty-five minutes, the next 100 in one hundred minutes, the fourth 50 in forty minutes, and the last 40 runs in twenty-five minutes. Jessop was thus batting three hours and thirty minutes, and it was by no means hurricane hitting. He rarely lifted the ball, and did not give a chance until caught by Simms at mid-off."

The competition table is as follows:—

	Runs	Wickets	Per centages
Nottingham	18 13 0 5 13	100.00	
Yorkshire	22 11 2 10 9	90.23	
Worcester	15 7 2 6 5	55.55	
Surrey	24 10 3 11 7	63.84	
Middlesex	17 3 7 4 4	40.00	
Lancashire	24 9 6 9 3	20.00	
Kent	23 12 8 3 4	20.00	
Essex	20 8 6 6 2	14.28	
Warwick	18 4 6 9 1	11.11	
Leicester	15 5 7 3 3	10.68	
Sussex	23 6 11 6 5	22.41	
Gloucester	20 6 11 3 5	22.41	
Hampshire	21 5 11 5 8	37.50	
Somerset	17 3 11 3 8	57.14	
Northampton	18 2 10 6 9	57.14	
Derbyshire	18 2 14 2 12	57.14	

The South Africans.

LONDON, August 19.

The South Africans defeated Essex at Leyton by 104 runs.

INDIA.

The King and Plague.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, August 19.

His Majesty the King has written a letter to Lord Minto, which has been published.

The King expresses the anxious interest he has in plague in India, and states that it is his earnest hope that the measures now being prepared will be successful in eradicating the disease.

THE COMET.

Superstitious Influence in Peking.

(Chinese Mail's Service.)

PEKING, August 19.

The Imperial Astronomer having reported the appearance of a comet, the Emperor and Empress Dowager feel very much concerned and have decided upon the issuance of an Edict acknowledging their faults, which it is supposed have been responsible for the evil omens as represented by the appearance of the comet.

Prince Ching thinks likewise, but begs their Majesties to withdraw the edict as it is feared the people may be alarmed.

The Edict has accordingly been withdrawn.

[REUTER'S SERVICE.]

THE TROUBLE IN MOROCCO.

LONDON, August 18.

A courier from the tribesmen has arrived at Casablanca and presented to General Druce an ultimatum demanding surrender, otherwise a great force of Kabyles will destroy the French.

General Druce has not replied. The General considers his position impregnable.

THE PLAGUE.

LONDON, August 18.

The plague has broken out in San Francisco and Southern Manchuria.

VENEZUELA.

LONDON, August 18.

Reuter's correspondent at Georgetown wires that Captain Calder, commanding the Frontier Force, entered Venezuela and demanded at the point of the revolver, a quantity of gum which he alleged had been collected by the British in the forest.

The Commissioner being unable to resist surrendered the gum but has appealed to President Castro.

THE SANITARY BOARD.

Draft Estimates.

The draft estimates for the Sanitary Department for the year 1908 were submitted to the meeting held to-day. Under the heading of personal emoluments the total shown was \$219,655 as the approved estimate of 1907, as against \$219,640, the estimate for 1908. Under the heading of other charges, which included the expenses for the Sanitary Staff, the Veterinary Staff and the Plague Staff, the total of \$454,220 was shown as the amount of the approved estimate for 1907 as against \$446,393, the estimate for 1908.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 20th at 11.55 a.m.—The barometer continues to fall slowly over Luzon, Formosa and the Loochoos. It has risen slightly to moderately over N. China and N.E. Japan.

The low pressure trough is still lying over the N. part of the China Sea and the Pacific to the E. of N. Luzon. Probably a depression exists in it to the N.E. of Luzon.

Pressure is high, about 0.1 inch in excess of the normal, over S.E. Japan, and below the average by about 0.2 inch in Manila, and by 0.1 inch over S. Formosa and the Loochoos.

Moderate or fresh N.E. winds may be expected in the Formosa Channel, and light or moderate N.E. winds along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

Forecast District.
1.—Hongkong and Neighbourhood: N. E. winds, light or moderate; fair.
2.—Formosa Channel: N.E. winds, moderate to fresh.
3.—South coast of China between Hongkong and Loochoos: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

BY TELEGRAPH.

THE NEW VICEROY.

Wants to See Chang Chi Tung.

(Chinese Mail's Service.)

PEKING, August 19.

His Excellency Chang Jen Chun, the new Canton Viceroy, will call on Chang Chi Tung on his way South. It is reported that Chang's opinion is sought for in connection with the Canton-Hankow Railway.

THE OPIUM CRUSADE.

(Chinese Mail's Service.)

PEKING, August 19.

Lew Yut Lin, Imperial Chinese Consul in South Africa, has been ordered by cable to return to assist in the prohibition of opium-smoking in China.

CHANG CHI TUNG.

Wanted at Peking.

(Chinese Mail's Service.)

PEKING, August 19.

A second wire has been despatched to Chang Chi Tung, Viceroy of the Liang Hu Provinces, hurrying him up to the Capital. It is presumed that he is urgently wanted to consider state affairs, in connection with the proposed constitution.

MANCHURIA.

The Viceroy's Alarm.

(Chinese Mail's Service.)

PEKING, August 19.

In a telegram to the Throne relating to the negotiations for a loan for the development of Manchuria, His Excellency Hsu Hai Chang, Viceroy of Manchuria, has stated that grave fear is entertained as to the possibility of a fate befalling Manchuria similar to that which has visited Korea, in the event of special steps not being taken regarding the administration of the Northern Provinces.

The Throne is greatly alarmed at the information, and has ordered the Viceroy to submit for approval without delay the scheme which he proposes should be carried out.

Governor Chu Yu Sun, who has been recalled, has received instructions to remain in Manchuria in the meantime.

THE COMET.

The Superstitious Chinaman.

(From Our Correspondent.)

ANNOY, August 15.

Is it only "a" comet, or "the" comet? I have been expecting some statement from your local astronomers about this latest heavenly visitant, but so far have seen none. So perhaps it may be news to some of your readers that a quite respectable large-sized comet, with a considerable tail, is now distinctly visible with the naked eye—that is to those who are interested enough in astronomy to get up in the small hours of the morning to look at it. It is travelling somewhat slowly towards the sun, and can be best seen from 3 to 5 o'clock, a.m., to the East of the Constellation of Orion. Perhaps the best hour just now for those who cannot spare more than a quarter of an hour from their sleep to look at it, is to rise at four o'clock, and gaze directly Eastward, when it will be seen with a fair sized head and a long tail pointing upwards, and as always is the habit of comets, away from the sun.

Whether it is an entirely new visitor to our sidereal system, or an old comet returned, many of us would like our astronomers to inform us.

The Chinese, with their inevitably superstitious minds, of course, are much concerned about it, and are prophesying new troubles to the Empire; some say it betokens danger to the present dynasty; others, to the people generally; but all are alike in fearing, even as our own forefathers did of old, that it signifies serious damage and disaster to somebody.

Problem: "Why should the strange and unusual always forebode woe?" Surely it is time some new prophet should arise and prove to us that a comet means blessing and prosperity instead of evil. The one is as reasonable as the other.

THE GRAMOPHONE GRAND.

The remarkable strides in the improvement of the Gramophone during the last few years is fully portmoyed by the latest creation of The Gramophone and Typewriter Co., the Gramophone Grand. To even a close observer this instrument seems nothing but an artistic piece of furniture in the shape of a cabinet music case with two small doors which are used to regulate the volume of sound as one desires. The irritating scratching noise that is so noticeable with all gramophones is entirely done away with and the voice is so reproduced as to make it impossible for one, unless they see the machine, to tell that the voice is not immediately produced by the singer.

Many persons who have not been fortunate enough to have heard the most famous singers and musicians of to-day have now the opportunity of doing so with as much, if not more, enjoyment as they would have by going to hear them in person, and those who have can again listen to the delightful strains of melody, a charming reminiscence of the past.

Messrs S. Moutrie & Co., Ltd., who represent the Gramophone Co., will be pleased to entertain anyone with some selections on the Gramophone Grand if they will call at their premises in Charter Road. The instrument, as a scientific success, should be heard.

HAINAN NEWS.

SHIPPING.

HOIHOW, August 18.

The Union Commercial Indo-Chinese have just decided to put a steamer on the Hainan-Hoihow-Hongkong run. Mr. Subira, the French Postmaster, has been appointed Agent at Hoihow.

Messrs Butterfield and Swire have now been on the Hongkong-Hoihow-Hainan run for some time. They have at present three steamers sailing regularly between these ports, the s.s. Hupeh, Chihli and Singa. Prompt despatch and business-like methods generally are gaining for them much favour among Chinese shippers here.

NEW GERMAN CONSUL.

Mr. A. B. Jarzembowski, who had for two years been in charge of the German Vice-Consulate here, was relieved last month by Mr. Th. Metzger, who came from Hankow. Mr. Jarzembowski has gone to Pakhoi as Secretary to the German Consulate there.

CHANGES IN THE CUSTOMS.

We have had the bad fortune to lose two of our most popular residents within the past few weeks. Mr. J. S. Enright, who had been Acting Tidesurveyor and Harbour Master here for over eighteen months, left on the 18th July for Tientsin, on promotion, we believe, to the substantive rank of Boat-Officer. He has been in the Customs service but some nine years of which more than five have been spent in the South at Pakhoi and Hoihow. We parted from him with regret and he carries with him to the northern port the best wishes of the whole community. He was relieved here by Mr. E. C. Tregillus, Tidesurveyor, who came from Kowloon.

Mr. W. G. Fitz Gibbon, assistant, Imperial Customs, left yesterday for Hankow. He goes on promotion and, as the round of entertainments and dinners, foreign and Chinese, given in his honour, show, he carries with him the best wishes of the entire community—Customs, Consular, mercantile and missionary—of this island port. True to the old country he was, in the words of Mr. Kline, Commissioner of Customs, "a good ready to make a joke and to appreciate one," and his loss cannot but be felt in a small community such as ours.

HONEYMOON ROUND.

Dr. and Mrs. McCandless, of the American Presbyterian Mission, left last month for the States on a well-earned holiday. Mrs. McCandless looked almost quite recovered after the three operations she had recently undergone, for a severe attack of appendicitis. Several of the foreign community and numbers of Chinese school-girls from Kueingchow were present at the jetty to bid them God-speed. We hope to see them both back among us again in the best of health before many months.

DEATH OF THE KUEINGCHOW TIGER.

Our Tiohai, who had been ailing for a considerable time, died on the 13th instant. He was an old man, perhaps too old for the multifarious duties which fell to him to perform, but he had at all times shown himself to be a lover of justice and an enemy of squeeze and sham in every form and the fact that he was known to be very friendly towards foreigners and had, during his tenure of office, done much to further the advance of western education, causes his death to be all the more regretted by the foreign communities of Hoihow and Kueingchow.

THE HEALTH OF THE PORT.

Our health has been excellent. One or two cases of cholera were reported some weeks ago, but recent medical investigation has found no traces of any epidemic. The heat during the summer has not been excessive, and the abundance of rain during the past few weeks has removed the anxiety which the farmers had been feeling for some time.

THE TRADE OF THE PORT.

Trade continues to increase. So far we have had during the present year a monthly average of 60 steamers entered and about the same number cleared. A representative of the Standard Oil Company has been here recently negotiating with the native officials for the lease of a large piece of ground on the river front for the building there of oil godowns. The lease has, we believe, been secured and the necessary preparations are, we understand, to be taken in hand as soon as possible.

A QUESTION OF COMPENSATION.

Institute of Engineers Sued.

A case of more than ordinary interest, though the sum at dispute was not large, was heard in the Summary Jurisdiction of the Supreme Court, this morning, before His Honour Mr. A. G. Wise (Puisne Judge), in which Mr. C. J. Tyndale Lee sued the Institute of Engineers and Shipbuilders of Hongkong for \$650, being compensation for room rent for thirteen months.

Mr. P. W. Goldring appeared for the plaintiff and Mr. A. C. Holborow for the defendants. Before going into the evidence Mr. Goldring in the statement of defence with regard to the manner in which plaintiff had carried out his duties; it was not pleaded by plaintiff.

The Puisne Judge—It will not be raised before me. The whole question is whether he got his room or not; if he did not get his room it is simply a question of damages. Mr. Holborow—The defendants were always willing to have the plaintiff occupy his room, and it was up to the plaintiff to occupy it.

Mr. Lee was put into the box and stated that he had lived at Moreton Terrace since 1905. In April, 1906, he entered into an agreement with the defendants to act as their secretary and manager for \$150 per month, and a free furnished room. He gave notice to the Land Investment Company that he intended to vacate the Moreton Terrace house at the end of May and made preparations for the removal of his furniture. On the first of May he took up his duties at the Institute, but as Mr. Lennox, the retiring secretary, had not removed his property from the room at the Institute, plaintiff could not move in. On the following day it rained in torrents and again plaintiff was delayed and on May 3 a Committee meeting was held at the Institute when the question of providing a card room for members was raised. The upshot of the discussion was that plaintiff's room was utilised as a card room, with plaintiff's consent, subject to compensation being paid for the loss of the room. Some months later plaintiff saw Mr. Crake, in his capacity as President of the Institute, and asked Mr. Crake whether it was not time the question of compensation was settled. Plaintiff suggested that \$40 per month would be fair compensation, but Mr. Crake thought \$25 per month could be added to plaintiff's salary from the beginning of his agreement and that later on, if circumstances warranted it, another \$25 might be added, making the salary \$200 per month. Plaintiff thought the agreement a fair one, but he had not received anything.

In answer to Mr. Holborow plaintiff said that he understood when he made the agreement that he had to occupy a room on the premises. There was no mention of the discussion regarding the card room on the minutes. Mr. Holborow—Why is that? Plaintiff—Well, I don't put down everything that takes place at the meeting. Some were in favour of it, some were against, and they talked and squabbled about it for I don't know how long. I did not take part in the discussions; I did speak once and was told to shut up, and I have religiously done so ever since. I could give them advice on many things but I don't. They talked so much about it that I got tired of the whole thing. I did not want the room and when they told me I was not to have it I was very pleased; I had my own house.

Mr. Holborow—Did you say to Mr. Crake that the room was of no use to you? Plaintiff—No, I did not. What I said was "I am quite willing to give it up if you pay me the equivalent of it."

Mr. Holborow—Did the Institute ever refuse to give you a room? Plaintiff—No. The room was there, but they took it away.

Mr. Holborow—With your consent? Plaintiff—Yes, with my consent, subject to compensation, remuneration, or whatever else you like to call it. \$150 per month is not much for a man to live on when he has to pay rent.

Mr. Holborow—You have a private income. Plaintiff—Never mind what I have privately, it does not matter a straw to you or anyone else.

Mr. Holborow—Did you ever ask the Chairman at a meeting for compensation? Plaintiff—Yes, but I was always told "Hush! Hush! Don't say anything about it just now." The Institute was always in an extraordinary financial state.

Mr. Holborow—You assisted that financial position? Plaintiff—No! My accounts were all up to a cent.

Mr. Holborow—Did you ever pay Messrs Lowe and Bingham's clerks extra money? Plaintiff—No. I asked for a little assistance in summarising and dissecting and was told that if I wanted to be trained as an accountant I would have to pay for it. I told them I was not paid for that. I defy anyone in the world to find a red cent wrong with my accounts.

Evidence as to notice being given to the Land Investment Company and engaging copies to remove his furniture was given. Mr. J. D. Morrison, who was on the management committee of the Institute in May last year, stated he was at the meeting which decided to utilise the secretary's room as a card room, but denied ever having expressed his surprise that Mr. Lee was not to be paid compensation.

That closed the plaintiff's case and Mr. Holborow submitted that plaintiff had failed to establish his case.

The Puisne Judge—I think you should call one of your committee at any rate. I do not want to non-suit him at once.

MR. W. A. CRAKE, President of the Institute, was called.

In 1906 he was chairman of the management committee and borrowed the agreement between the parties. When it was suggested that a card room be added to the Institute, plaintiff said he did not want the room, but he did not apply officially for compensation until he was about to leave. He had spoken to witnesses personally.

Mr. Holborow—Was he ever promised compensation by the management committee?

Mr. Crake—No. Mr. Holborow—Had Mr. Lee wanted it he could have had the room?

Mr. Crake—Yes, at any time he could have had it.

Mr. Goldring—Did you say that if Mr. Lee had not brought this action he would have got compensation? Was it not the intention of the committee to give him compensation?

Mr. Crake (answering the first question)—With this reservation: I said that if he conducted himself properly as manager he would get compensation. At one time it was contemplated to give him compensation.

Mr. Goldring—By the management committee?

Mr. Crake—No. By some of the members personally.

Mr. Holborow—What were the conditions?

Mr. Crake—First, if the Institute could afford it, and second, if he gave satisfaction. When it came before the committee it was unanimously decided not to give him anything.

The Puisne Judge—That was after he left?

Mr. Crake—Yes. Mr. T. Skinner, chairman of the management committee, said that he was at the meeting in May, after which Mr. Lee stated that he was pleased that he was to remain in his own quarters, as he would suit him better. Nothing was said about compensation.

To Mr. Goldring—The question of compensation was not raised as far as witness was aware until plaintiff was about to leave and the committee decided not to give him anything.

The Puisne Judge said there was no doubt that plaintiff intended to take possession of his room at the outset, the only question being whether he relinquished the room with or without compensation. The point was never officially raised until plaintiff was about to leave, and in the opinion of the Puisne Judge plaintiff had waived his right to compensation. Judgment was given for the defendants with costs.

SPORTING.

GOLF.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup and May Cup were held at Happy Valley from the 17th to 19th August, 1907. The following cards were handed in:—

ROBERTSON FAREWELL CUP.
Mr. H. W. Slade ... 90-12-78
Mr. C. W. May ... 85-5-80

(10 entries)
MAY CUP.
No Return.
(3 entries).
FOOT.

* Mr. T. S. Forrest ... 74+2-78
* Mr. R. O. Hutchison ... 78-0-78
* Mr. C. W. May ... 85-5-80
* Mr. E. Morrell ... 100-18-82
(23 entries).

† Winner of Robertson Farewell Cup.
* Tie for Pool.

Swimming.

At the Salford Regatta, on July 17 P. Radmilovic, of Weston-super-Mare, won the 1,000 yards swimming championship of the Avon by two yards from Taylor, of Chadderton. S.C. Radmilovic and Taylor, will be remembered, finished first and second respectively in the long-distance championship.

Lawn Tennis.

By winning the odd match out of five and the last match of the bunch, Australasia has the right to challenge England for the Davies' International Lawn Tennis Cup.

It was expected that Wilding would beat Beals Wright all right in the first match, and so put the matters beyond a doubt; but the prophets were wrong. Wright, winning after a great fight, by 3 sets to 1 (6-8, 6-3, 6-3, 7-6).

Wilding opened very well, and took the first set, though he had to go very near to get it. In the second he was time to find his game. In the third Wright played magnificently, and Wilding played very well. The score, 6-3, does not fairly represent the difference between the two, for there was practically nothing in it.

Wilding, as he was 5-3, and within a stroke of game on Wilding's service. Wilding won that game, however, and the next as well. Wright served double faults three times in a game, twice when he was at advantage.

It was quite on the cards, then, with the score 5 all, and Wilding's service, that the latter would win the set, and had he won the set he would probably have won the match. As Wright was getting very tired, both were wet through at the end, for the centre court is a boiler room wind can get through low for the shades.

CHINA RAILWAY CONTRACTS.

In the House of Commons, on July 15, Mr. Rees asked the Secretary of State for Foreign Affairs whether he was in a position to state the result of negotiations with the Government of China relative to their obligations to British subjects in respect of railway contracts.

Mr. Kinnaman, who replied, said:—Final contracts have been concluded in the case of two railway concessions—viz., those from Shanghai to Nanking and from Canton to the boundary of Hon. kong; and the work of construction is proceeding on the former railway. As regards the remaining British railway concessions, negotiations are still proceeding; and, though progress is slow, His Majesty's Government cannot anticipate that the Chinese Government will fail in the end to respect the obligations which they have incurred in regard to them.

IS NARCISSUS TAZETTA A NATIVE OF CHINA?

(By W. J. TUTTILL, F. L. S.)

Anyone who has lived in Hongkong for a few years must have noticed this plant at the time of the Chinese New Year, as it is hawked about the streets in thousands at that time. It is commonly known amongst the natives as the Shui Sin Fah, and by the Europeans as the Chinese New Year Flower. Although it is generally believed to be a native of China it will be a very difficult matter to prove that such is the case. On the other hand there will be no difficulty in showing that it has been cultivated in China for three or four centuries. It has been suggested that the plant was brought to the East from Europe by the Dutch, but there is more probability that it was introduced by the Portuguese. Baker, in his handbook of Amarijilaceae, to which family the Narcissus belongs, says that the plant extends from the Canary Islands and Portugal, through the South of Europe to Syria, Cashmere, China and Japan.

Let us deal with the information we have been able to collect regarding the appearance of the plant in China. The first mention of the Shui Sin Fah in Chinese books, according to a statement in the "Chih Wah Ming Shih Tu Kuo," published in 1848, is in the "Pen Tiao Wui Pien," written by Wang Koo between 1522 and 1567. This is corroborated to a certain extent in the "Pen Tiao Kong Mu," compiled by Li Shi Chen between 1552 and 1578. The "Pen Tiao Kong Mu" is known as the Great Chinese Herbal, and in it the author has brought together as many references to the plants he mentions as he could find in previous works. Some of these earlier works were compiled B. C., and it is stated that Li Shi Chen consulted no less than eight hundred of them.

This is what Li Shi Chen says about the Shui Sin Fah:—"Gold cup and Silver stand (flowers). They are suitable for damp places and must not be allowed to be in place of water; hence comes the name Shui Sin (literally "water fairy"). Such is the nature of the Gold cup and Silver stand flowers." Then follow the remarks of Wang Koo, taken from the "Pen Tiao Wui Pien," as follows:—"The leaves (bulbs?) of the Shui Sin Fah resemble garlic bulbs and the flowers emit a slight fragrance. If they are planted in fertile soil at the beginning of the ninth moon, they will bloom abundantly, but not otherwise. . . . The flowers have the appearance of wine cups. . . . their points (petals) five in number, pointing upwards. They are yellow in the middle and have an exact likeness of cups besides being genuine and yielding a pleasant odour. There is a variety bearing thousands of leaves (petals) with wrinkled flowers, being light yellow at the base and white at the top. Their appearance differs from that of a cup. This variety meets with public approbation and is regarded as the true Shui Sin Fah. It is so simple that the plant has two varieties. Some have even red flowers." Then follows a reference to a plant called Kam Koo, mentioned in a book written in the eighth century, which Li Shi Chen considers may possibly be the same as the Shui Sin Fah, but from the description given it cannot be. The variety described as having wrinkled flowers is evidently the one with double flowers, which is, even at the present day, esteemed more highly by the Chinese than the single flowered variety.

It will be noticed that Wang Koo gives directions for cultivating the plant, so evidently that the plant has been in cultivation, and the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower. At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

At other respects the drawing is correct. At first sight this looks as if Wang Koo or Li Shi Chen had not seen the plant, but a closer study of the plant history four centuries ago, the plant was known under cultivation, but no mention is made of it being wild in any part of China. In describing the flower he says it has five petals (petals) but this is wrong; it should be six. There is no mention of the drawing of it in the same book (the "Pen Tiao Kong Mu") but this shows only five petals to each flower.

at the present day. Debeaux in his "Florula de Shanghai," published in 1875, states:—"Hah, Shanghai. *Tazetta sinensis* autour des tombes, et sur les murailles où il est abondant. Ar. Geogr. (Kiangsu, Chongling.)" In the "Florula de Shanghai," by the same author, published in 1877, it is stated:—"Hah, Tazetta sinensis sur les tombes dans le pays de Yang-tse de Kien-tseu." In the "Catalogue des Plantes recueillies aux environs de Tchéou-tou," par N. A. A. Faurel déterminées par M. A. Faurel, the following appears:—"Yen-tai, Kien-tseu, sur les tombes produisant naturellement. In the "Flora von Kantschow," by E. Gilg and Th. Loosener, 1904, *Narcissus Tazetta* is recorded:—"Cultiviert, ex. Fieber."

From the foregoing it will be seen that there is no certainty about the plant being wild, but strong evidence to the contrary, and that it is only naturalised and cultivated. Although found in uncultivated ground Debeaux's and Faurel's remarks lead us to no other conclusion than that the plant is subspontaneous in the places they mention.

In the "Index Florae Sinericae," by Forster and Handel, besides the Chinese and Shanghai localities mentioned above, the following are given:—Peking, Bretschneider ex Maximowicz; Saddle Island, Weyrich ex Maximowicz. Now Bretschneider, in an "Early European Researches," states that the plant is frequently cultivated in China, but says nothing about it being indigenous. Such a careful student of the history of plants in China is almost certain to have mentioned the fact, if he had found the plant wild. As regards Saddle Island, the plant has, in all probability, been introduced there from some place on the coast.

From the books at our disposal we have not been able to find out anything about the plant in Fokien, but it is well known that it is largely cultivated in that province, and that thousands of bulbs are exported annually from that part of China. Some of them are coming into Hongkong at the present time from Amoy, for shipment to England and America, and various other places. As the following copy of a circular, recently received in a basket of bulbs, will show, they are largely cultivated in the neighbourhood of Changchow, believed by some authorities to be the Zayton of Marco Polo. Omitting the firm's name it begins:—"We are established in the city of Changchow in Fokien province, China. We have combined with the flower raisers of every village at Changchow for the purpose of raising and exporting lily bulbs. The most careful attention is given in the choice of the best bulbs for export. In order to preserve our reputation for this product all bulbs to be shipped to the ports of Quanghai, Amoy, Hainan, Fuzhou, Shanghai, Hongkong, Tientsin, Wanchow, Chaochow, Swatow, Foochow, San Francisco, etc., for sale, are selected with a view of choosing the best and of having them free from rot or anything that would in any way injure them. A well-known London bulb merchant advertises the bulbs as received annually from north China. Are these grown at Changchow, shipped to Shanghai, and then reshipped to England? From what we have stated it will be seen that the plant is only known in China in a cultivated and naturalised state. In Japan it is known under the same name as it is in China, namely, Shui Sin, Shui Sin or Sisen. Kramper was the first European to notice the plant in Japan, according to Thunberg. The former resided in the country from 1690 to 1692, and the latter from 1776 to 1778. Thunberg in his "Flora Japonica," states:—"Cest une petite *Narcissus montana* et aldi *speciei et culta*." In Franchet et Savatier's "Enumération Plantarum Japonicarum" the following appears:—"Hah. *Ad narcissus sinensis in crypta et herbida. Kionsan, juncus Nopischi* (Thunberg), in regione elevata diluvii Sengai Kori (Buerger), *Narcissus sinensis* Yuki (Franchet) *certi spontanea (Savatier)*. This is the strongest proof we have, so far, that the plant is

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

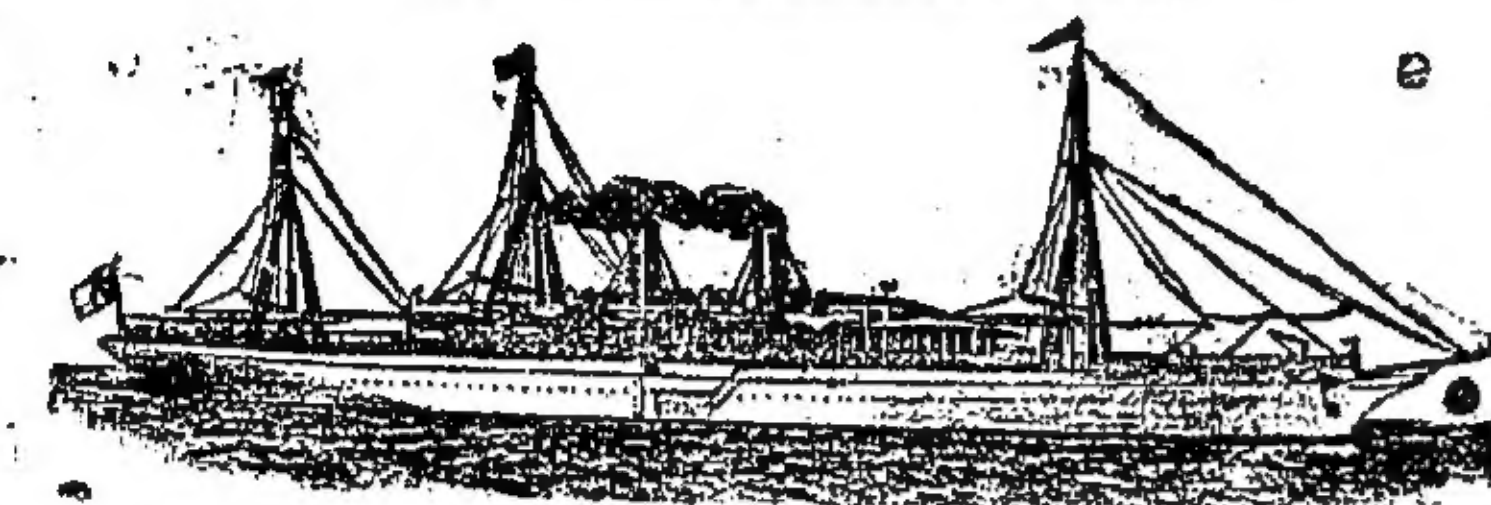
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	REMARKS	TO SAIL ON	REMARKS
SHANGHAI	ARCADIA	Aug. 24th	See Special
LONDON, via Usual Ports	ARCADIA	Aug. 24th	See Special
MARSEILLES, LONDON	SUNDA	Aug. 24th	Freight and
AND ANTWERP	SUNDA	Aug. 24th	Passage.
SHANGHAI, MOYI, KOBE	MANILA	Aug. 24th	Freight and
AND YOKOHAMA	MANILA	Aug. 24th	Passage.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendant.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.

15 DAYS HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.

R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.

EMPIRE OF JAPAN 6000 Tons THURSDAY, Aug. 29, 1907, Oct. 18.

TARTAR 4425 Tons WEDNESDAY, Sept. 11, 1907, Oct. 5.

EMPIRE OF CHINA 6000 Tons THURSDAY, Sept. 29, 1907, Oct. 14.

EMPIRE OF INDIA 6000 Tons THURSDAY, Oct. 24, 1907, Nov. 11.

EMPIRE OF AUSTRALIA 6000 Tons WEDNESDAY, Nov. 6, 1907, Nov. 30.

* EMPIRE'S Steamers will depart from Hong Kong at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Japanese route to CANADA, UNITED STATES AND EUROPE, calling at

SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE,

YOKOHAMA and VICTORIA, B.C., connecting with a Special

Mail Express, and at Quebec, with the Company's new passenger 'EMPIRE'S'

Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days

from Yokohama, and 29 1/2 days from Hong Kong.

Intermediate Steamers at 12 Noon.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE

Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval

and Army, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Pas-

sage, apply to

D. W. CRADDOCK,

General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES.

MARSEILLES, LONDON

AND ANTWERP, via SADO MARU, Tons 6227 WEDNESDAY, 21st

SINGAPORE, PENANG, COLOMBO AND PORT BINGO MARU, Tons 6247

SAID. Sept. 1st, at Daylight.

VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOYI, KOBE and YOKOHAMA.

* SHIN'NO MARU, Tons 6388 TUESDAY, 20th

Aug., at Daylight.

* TANGO MARU, Tons 7483 TUESDAY, 2nd

Sept., at Daylight.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY, 6th

Aug., at Noon.

DAY ISLAND, TOWNSVILLE AND BRISBANE, via YAWATA MARU, Tons 5817

FRI, at Noon.

BOMBAY, via SINGAPORE, KAGOSHIMA MARU, Tons 4475 WEDNESDAY, 21st

Aug., at Daylight.

KOBE AND YOKOHAMA, SANUKI MARU, Tons 6112 SATURDAY, 24th

Aug., at Daylight.

* Cargo only. * Calling at KIELING.

Through Passenger Tickets issued to the Principal Cities in the United States

Canada and Europe, in connection with the Great Northern Railway and Atlantic

Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,

1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailing, &c., apply at the Com-

pany's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

380

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG

AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain O. F. AUSTIN, On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern

Pacific Railways for all points in the United States and Canada; also with

Atlantic Steamship Lines for all points in Great Britain and on the Con-

tinent. Direct connections at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms

(all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Tele-

phones, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yoko-

hama, Kobe and Nagasaki, without extra charge.

For convenience of country cabin passengers return tickets are interchangeable with

regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

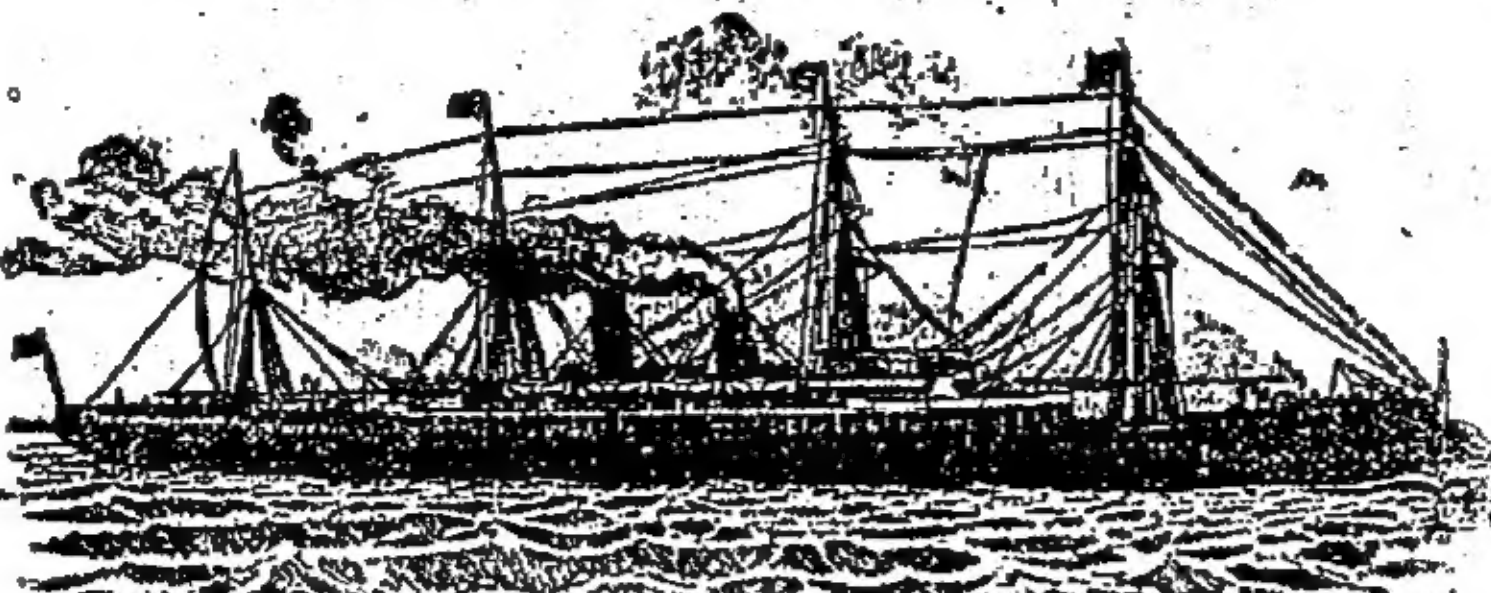
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES. 1907.

* AMERICA MARU, 11,000 Tons, SATURDAY, 24th Aug., at Noon.

* SIBERIA, 18,000 Tons, SATURDAY, 31st Aug., at Noon.

* CHINA, 10,000 Tons, SATURDAY, 7th Sept., at Noon.

* MANCHURIA, 27,000 Tons, SATURDAY, 14th Sept., at Noon.

* NIPPON MARU, 21,000 Tons, SATURDAY, 21st Sept., at Noon.

* ASIA, 9,000 Tons, TUESDAY, 1st Oct., at Noon.

* PERLA, 9,000 Tons, FRIDAY, 11th Oct., at Noon.

* HONGKONG MARU, 11,000 Tons, SATURDAY, 19th Oct., at Noon.

* KOREA, 18,000 Tons, FRIDAY, 1st Nov., at Noon.

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons, September 16-27th 1905;

10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons, August 16th-20th, 1905;

4 days, 10 hours.

San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu

en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905

10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship AMERICA MARU will be despatched from Hong Kong to

SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE,

YOKOHAMA and HONOLULU, on SATURDAY, the 24th August, 1907, at Noon,

taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and

South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the

Company, QUEEN'S BUILDINGS,

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,

KEELING, MOYI, KOBE & YOKOHAMA, FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

ALESIA 5167 JOHN ERMOT Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR MANILA, ZEMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN,

CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

AMOI & SHANGHAI YUNAN TUESDAY, August 21, at 4 p.m.

SHANGHAI YOUNG TUESDAY, August 21, at 4 p.m.

AMOI, OHEFOO, TSINGTAU AND NANCHANG TUESDAY, August 22, at 4 p.m.

HONGKONG & HAIPHONG CHINA TUESDAY, August 23, at 4 p.m.

NINGPO AND SHANGHAI LIAO CHOW TUESDAY, August 23, at 4 p.m.

SWATOW, WEIHAWEI, OHEFOO AND KUCHOW TUESDAY, August 26, at 4 p.m.

SWATOW & SHANGHAI PACHOI TUESDAY, August 26, at 4 p.m.

MANILA TATUNG TUESDAY, August 27, at 4 p.m.

YOKOHAMA & KOBE CHIKO TUESDAY, August 27, at 4 p.m.

YOKOHAMA & KOBE CHIKO TUESDAY, August 27, at 4 p.m.

* The attention of Passengers is directed to the superior accommodation offered

by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table

daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

* REDUCED JALOON FARES, Single and Return, To Manila and

Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila—Saloon and ships—

Electric Light—Perfect Cuisine—Surgeon and

Stewards carried.—All the most up-to-date arrange-

ments for comfort of passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

ZAFIRO 2540 A. Fraser Manila Saturday, 7th September

GUBI 2540 R. W. Almond Manila 14th September

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. ABERLOUGH TO SAIL.

23rd August

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For STEAMERS To SAIL.

* SHANGHAI, WOSANG TUESDAY, Aug. 21, at 4 P.M.

* SANDAKAN, via JESSALTON, MAUSANG, WEDNESDAY, Aug. 21, at 4 P.M.

* MOYI, CHUNSAUNG THURSDAY, Aug. 22, at 4 P.M.

* MANILA, YUENSANG FRIDAY, Aug. 23, at 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100

Penang " " 85 " 130

Calcutta " " 165 " 250

* These Steamers have superior Accommodation for First-class Passengers, and

are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang,

and Yangtze Ports.

* Taking Cargo on through Bills of Lading to Kudat, Lahad, Dato, Singapore,

Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Norddeutscher Lloyd, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS To SAIL.

NAPLES, GENOA, GIBRALTAR, PRINZ REGENT LUITPOLD, (WEDNESDAY, 28th August, at Noon.

ANTWERP AND BREMEN, Capt. H. Kirchner.

SHANGHAI, NAGASAKI, PRINZ HEINRICH, (About WEDNESDAY, 29th August, at Noon.

KOBE AND YOKOHAMA, Capt. P. Grosch.

MANILA, NEWGUINEA, PRINZ SIGISMUND, (THURSDAY, 12th Sept., at Noon.

BRISBANE, SYDNEY AND MELBOURNE, Capt. D. Lenz.

YOKOHAMA AND KOBE, PRINZ SIGISMUND, (About FRIDAY, 23rd August, at Noon.

KUDAT AND SANDAKAN, BORNEO, Capt. F. Sembill.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO.,

General Agents, Hongkong & China.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at

lowest rates.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES & LONDON	PLYMOUTH
Colombo	1907	1907	1907	1907
ARCADIA.....7000	Aug. 24	MOLDAVIA.....9500	Sept. 22	Sept. 29
MAEMORA.....10500	Sept. 7	INDIA.....8000	Oct. 6	Oct. 13
MALTA.....8000	Sept. 21	MONGOLIA.....9500	Oct. 20	Oct. 27
DELHI.....8000	Oct. 5	VICTORIA.....7000	Nov. 3	Nov. 10
ORADEA.....7000	Oct. 19	BRITANNIA.....7000	Nov. 17	Nov. 24
DELHI.....8000	Nov. 2	MOOLTAN.....9500	Nov. 30	Dec. 7
ARCADIA.....7000	Nov. 16	CHINA.....9500	Dec. 14	Dec. 21
DEVANHA.....8000	Nov. 30	HIMALAYA.....7000	Dec. 28	Jan. 4, 1908
MAEMORA.....10500	Dec. 14	MOLDAVIA.....9500	Jan. 11, 1908	Jan. 18
MALTA.....8000	Dec. 28	INDIA.....8000	Jan. 25	Feb. 1
DELHI.....8000	Jan. 11, 1908	MONGOLIA.....9500	Feb. 8	Feb. 15
ORADEA.....7000	Jan. 25	VICTORIA.....7000	Feb. 22	Feb. 29
PENINSULAR.....6300	Feb. 8	MACEDONIA.....10500	Mar. 7	Mar. 14
DEVANHA.....8000	Feb. 22	BRITANNIA.....7000	Mar. 21	Mar. 28
DELHI.....8000	Mar. 7	MOOLTAN.....10000	Apr. 4	Apr. 11
MAEMORA.....10500	Mar. 21	(through steamer)	Apr. 18	Apr. 25
DELHI.....8000	Apr. 4	(calling at Bombay)	May 2	May 9
MALTA.....8000	Apr. 18	HIMALAYA.....7000	May 16	May 23
DEVANHA.....8000	May 2	MONGOLIA.....10000	May 30	June 6
OCEANA.....7000	May 16	INDIA.....8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

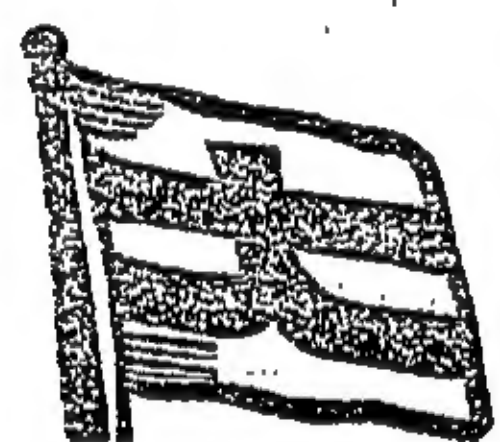
STEAMERS	Leave	Due at
HONGKONG	LONDON	LONDON
• SUNDAY.....4800	Aug. 28	Oct. 14
• OCEAN.....4800	Sept. 11	Oct. 28
• NARVA.....4800	Sept. 25	Nov. 10
• MANILA.....4800	Oct. 9	Dec. 3
• BORNEO.....4800	Oct. 23	Dec. 17
• NORE.....4800	Nov. 6	Dec. 31
• SYRIA.....4800	Nov. 20	Jan. 13, 1908
• NILE.....4800	Dec. 4	Jan. 27
• SUNDAY.....4800	Dec. 18	Feb. 10
• PALAWAN.....4800	Dec. 31	Feb. 23
• NUBIA.....4800	Jan. 14, 1908	Mar. 7
• BORNEO.....4800	Jan. 28	Mar. 21
• NORE.....4800	Feb. 11	Apr. 4
• SUMATRA.....4800	Feb. 25	Apr. 18

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION.

THE CO.'S S.S.	For	Leaving
• FUKUSHU MARU,	ANPING, Via SWATOW,	WEDNESDAY, 21st
Capt. T. Iro,	AND AMOY.	Aug., at 10 a.m.
• JOSHIN MARU,	TAMSUI, Via SWATOW,	SUNDAY, 26th
Capt. H. S. Smith,	AND AMOY.	Aug., at 10 a.m.
• SHOSHU MARU,	SHANGHAI, Via SWATOW,	TUESDAY, 27th
Capt. M. Nishino,	AMOY AND FOOSHOW,	Aug., at 10 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Lights. First-class Saloon Amplest.

Unlimited Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passages and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Building.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
• TREMONT.....	9608	T. W. Garlick	10th September.
• SUVERIC.....	—	—	1st October.
• KUMERIC.....	—	—	15th October.

* Cargo only. † Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
FURNISH. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Twin-engine U.S. Steamers and Tremont are fitted with very superior
Accommodation for First and Second Class Passengers. The large use of these vessels
ensures excellent sea. Electric fan in each room. Barber's shop and steam laund-
ry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,

GENRAL AGENTS.

Notices to Consignees.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship

AMERICA MARU.

The above Steamer having arrived,

Consignees of Cargo are hereby requested to

send in their Bills of Lading for counter-

signatures, and to take immediate delivery

of their goods from alongside.

Cargo impeding discharge and undeliv-

ered by THURSDAY, 21st August, 1907,

at Noon, will be landed and stored at

Consignee's risk and expense. All Cargo

undispatched by MONDAY, the 26th

August, 1907, at Noon, will be subject to

rent.

Broken, chafed, or damaged goods will

be examined at the above Co.'s Godown on

SATURDAY, the 24th August, 1907, at

10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE,

Agent.

Hongkong, August 19, 1907. 1344

NOTICE TO CONSIGNEES.

STEAMER TOURANE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNEES OF Cargo from London

ex s.s. *Maupin* & *Charente*; fromBordeaux ex s.s. *Verdelotte*, in con-
nection with above Steamer, are hereby in-
formed that their Goods, with the exception
of Opium, Treasure and Valuables, are
being landed and stored at their risks
into the hazardous and/or extra hazar-
dous Godowns of the Hongkong & Kow-
loon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be ob-
tained immediately after landing.
Optional Cargo will be forwarded on
condition of insurance to be provided by the
Consignee before Noon, To-day, requesting
it to be landed here.Bills of Lading will be countersigned by
the Undersigned, and Goods remaining
undispatched after MONDAY, the 26th
August, at Noon, will be subject to rent
and landing charges.All claims must be sent in to me on or
before the 26th August, or they will not
be recognized.All damaged packages will be examined
on MONDAY, the 26th August, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, August 19, 1907. 1345

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER NAMUR.

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SOEZ AND STRAITS.

CONSIGNEES OF Cargo by the above

named Steamer are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each con-
signment will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.Optional goods will be landed here un-
less instructions are given to the contrary
before 6 hours.Goods not cleared by the 21st inst.,
at 4 p.m., will be subject to rent.No Fire Insurance will be effected by
me in any case whatever.Damaged packages must be left in the
Godowns for examination by the Con-
signee and the Co.'s representative at an
appointed hour. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be admitted
after the goods have left the Godowns.

R. A. HEWETT,

Superintendent.

Hongkong, August 14, 1907. 1328

• BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLAWE.

FROM MIDDLESBRO', LONDON AND

STRAITS.

CONSIGNEES OF Cargo are hereby in-
formed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Limited, whence and/or
from the wharves delivery may be obtained.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 26th
inst., will be subject to rent.All Claims against the Steamer must be
presented to the Undersigned on or before
the 21st August, or they will not be
recognized.All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 26th inst., at
11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, August 19, 1907. 1346

THE

LONDON DIRECTORY,

(PUBLISHED ANNUALLY).

ENABLES enterprising traders through-
out the Empire to keep in close touch
with the trade of the Motherland. Besides
being a complete commercial guide to
London and its Suburbs, the Directory
contains lists of:-

EXPORT MERCHANTS

with the Goods they ship, and the Colonial
and Foreign markets they supply;

STEAMSHIP LINES

arranged under the Ports to which they sail,
and indicating the approximate sailings;

PROVINCIAL APPENDIX

of Trade Notices of leading Manufacturers,
Merchants etc., in the principal provincial
towns and industrial centres of the United
Kingdom.A copy of the current edition will be
forwarded, freight paid, on receipt of Post
Office Order for TWENTY SHILLINGS.

THE LONDON DIRECTORY CO., LTD.,

25, ADELPHI LANE, LONDON, E.C.

ENGLAND.

• CHRISTIANITY WORTH

INTRODUCING INTO CHINA.

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office

8, Queen's Road Central.

Price 50 Cents.

AMERICA AND JAPAN.

Proposals from the States.

The San Francisco correspondent of the

"Osaka Asahi" sent the following cable

on August 8:-It is reported from Wash-
ington that in view of the present relations
between Japan and Korea, the American
Government is prepared to make the
following proposals in return for a
Japanese Immigration Exclusion Treaty:-1.-America shall agree to the abolition
of extra-territoriality in Korea.2.-America shall acquiesce in a Customs
union between Japan and Korea.3.-Japan shall be given the privilege
of naturalization in America.The same message says that a few days
ago an official of the San Francisco Im-
migration Bureau asked the Governor of
California what immigrants are needed in
California. On the 7th, the Governor
replied to the question to the following
effect:-"The population of California is
2,000,000, while the area of the State is
large enough to accommodate 8,000,000.
Every white immigrant should be welcom-
ed. The reasons for the exclusion of
Japanese are similar to those for which the
Chinese were excluded some time ago."

REFUSED A LANDING.

On board the Japanese mail steamer

Kumano Maru, which returned to Sydney

recently from Melbourne on its voyage to
the East, was a Chinese passenger—a youth
named Willie Lee Hook—who was refused
a landing at Melbourne under the Com-
monwealth Restriction Act. The Chinese
joined the Kumano Maru at Hongkong,
his passage being paid to Melbourne. On
arrival there the Customs authorities block-
ed his landing, although it was pointed out
that he was born in Victoria. Ah Young,
uncle of the youth, stated in an affidavit
that the boy was born at Yarravong (Vic.)
about 11 years ago. The boy went to China,
where he remained till he accompanied his
uncle back on the present voyage to
Australia. When the Kumano Maru
arrived at Melbourne, the Ind's birth cer-
tificate was produced to the officers of the
Commonwealth Department of External
Affairs, but the officers were not satisfied
that the lad on the steamer was the person
referred to. A dictation test was applied.
Willie Lee Hook failed to pass the test,
and was declared to be a prohibited im-
migrant. The matter was brought before
the Court, counsel for the applicant stat-
ing that a writ had been served personally
on Captain Matheson, who had, however,
taken both writ and boy away on his ship
to Sydney.Captain Matheson explains that the writ
was not served on him until the ship was
proceeding down Hobson's Bay. It was
then too late to turn back. Under the
circumstances he could do nothing more
than bring the boy back to Sydney, as the
ship was responsible for his safe keeping
to the extent of £100 under the Alien Im-
migration Act.The agents for the mail steamer, Messrs
Burns, Philip and Co., were later advised
from Melbourne that the Federal Customs
Department had arranged for the return
of the Chinese passenger to Melbourne,
and he will leave here by the steamer
Kyarra to-day.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 15th, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef at retail and prime cut—Mol Lung Pa ... lb 20

" Corned—Ham Ngau Yak 20

" Roast—Shiu 20

" Breast—Nagu Lam 16

" Soup—Tong Yuk 15

" Steak—Ngau Yut Pa 20

" Cutom Ngau Lau Siela 30

" Sausages—Ngau Chang 26

" Bellows' Brains—, Slow ... per set 10

" Tongue fresh—Ngau Li ... each 50

" Corned—Ham Ngau Li ... 55

" Head—Ngau Tau 80

" Heart—Ngau Sum 1b, 12

" Lump, Salt—Ngau Kin ... 20

" Feet—Ngau Kerk each 7

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 1b, 12

" Tripes (andressed)—Ngau To ... 7

" Calves' Head and Feet—Ngau-chai-lan-kak, set \$1.00

" Mutton Chop—Young Pal Kwat ... 1b, 24

" Leg—Young Pal Kwat 24

" Shoulder—Young Shau 20

" Pig's Chittings—Chi chong 24

" Brains—Chi Kow ... per set 2

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 12

" Heart—Chi Sum each 9

" Kidneys—Chi Yiu 8

" Liver—Chi Con 1b, 28

" Pork Chop—Chi Pai Kwat 21

" Corned—Ham Chu Yuk 22

" Leg—Chu Poi 22

" Fat or Lard—Chu Yau 16

" Sheep's Head and Feet—Young Tau Kerk set 60

" Heart—Young Sum each 6

" Kidneys—Young Yiu 10

" Liver—Young Con 1b, 24

" Sucking Pigs, To Order—Chu Chai ...

" Suet, Best—Sang Ngau Yau 16

" Mutton—Sang Young Yau 24

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Cheong ... 20

Poultry.

Chicken—Kai Chai 32

" Capons, Large, Small—Sin Kai ... 32

" Ducks—A 17

" Doves—Pan Kau each 15

" Eggs, Hen—Kai Tan per dozen

" Fowls, Canton—Kai 1b, 34

" Hainan—Hoi Nam Kai 30</

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99